

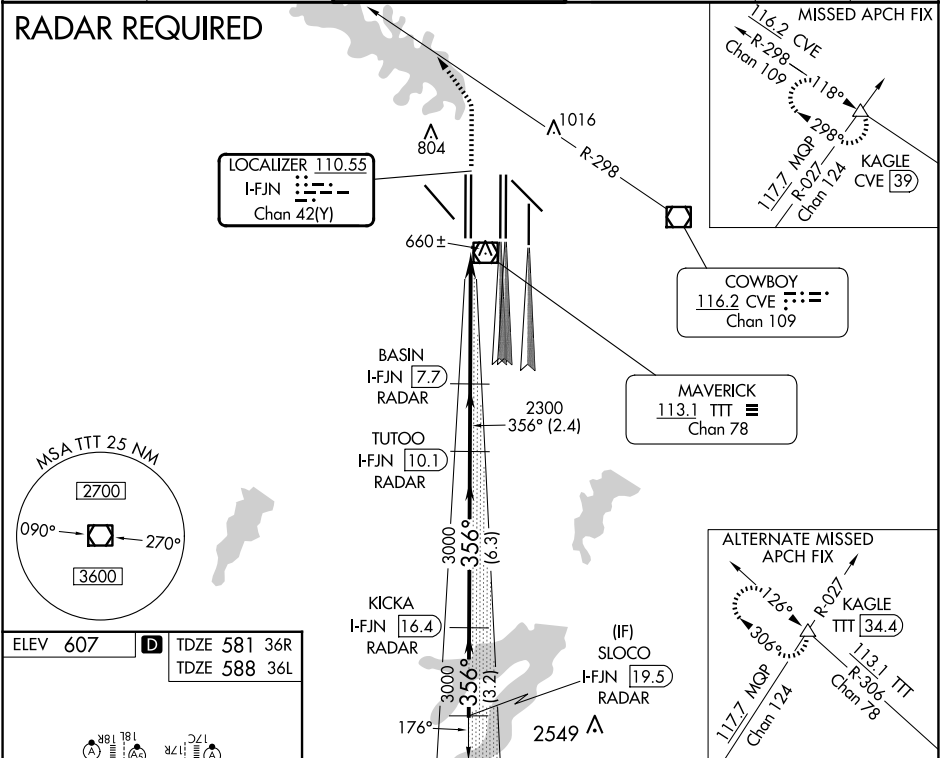
LOC/DME I-FJN <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>356°</b>	Rwy Ldg 36R <b>13401</b> <b>13400</b> 36L TDZE <b>581</b> <b>588</b> Apt Elev <b>607</b> <b>607</b>	ILS or LOC RWY 36R DALLAS-FORT WORTH INTL (DFW)
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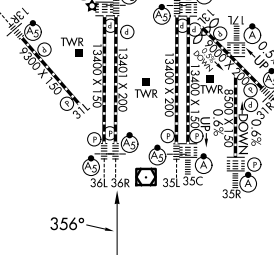




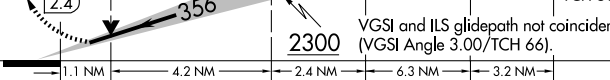




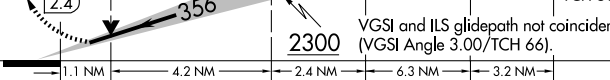




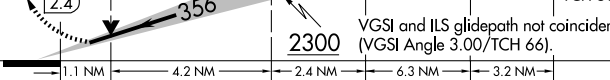
Simultaneous approach authorized with Rwy 35L/C/R.  
Inop table does not apply to Sidestep 36L Cats A and B.  
DME or RADAR required.

Rwys 36R/L  
MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 on heading 320° and CVE VOR/DME R-298 to KAGLE INT/CVE 39 DME and hold.

D-ATIS ARR <b>123.775</b> DEP <b>135.925</b>	LONE STAR APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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 <p>HIRL all Rwys REIL Rwys 13L and 31L TDZ/CL all Rwys except 13L and 31L</p> <p>FAF to MAP 5.3 NM</p> <table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>5:18</td><td>3:32</td><td>2:39</td><td>2:07</td><td>1:46</td></tr></table>	Knots	60	90	120	150	180	Min:Sec	5:18	3:32	2:39	2:07	1:46	<table><tr><td>1100</td><td>3000</td><td>CVE R-298</td><td>KAGLE △</td></tr><tr><td>↑</td><td>hdg 320°</td><td></td><td></td></tr><tr><td colspan="4">*LOC only</td></tr><tr><td></td><td></td><td></td><td></td></tr><tr><td colspan="4"></td></tr><tr><td>CATEGORY</td><td colspan="3">A</td></tr><tr><td>S-ILS 36R</td><td colspan="3">781/18 200 (200-½)</td></tr><tr><td>S-LOC 36R</td><td>1000/24</td><td>419 (400-½)</td><td>1000/40 419 (400-¾)</td></tr><tr><td>SIDESTEP 36L</td><td>1080/50</td><td>492 (500-1)</td><td>1080-1½ 492 (500-1½)</td></tr></table>	1100	3000	CVE R-298	KAGLE △	↑	hdg 320°			*LOC only												CATEGORY	A			S-ILS 36R	781/18 200 (200-½)			S-LOC 36R	1000/24	419 (400-½)	1000/40 419 (400-¾)	SIDESTEP 36L	1080/50	492 (500-1)	1080-1½ 492 (500-1½)
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